

(k) Furnishing any form of nonreligious nonsectarian aid to students or parents of students, as such, which is general in nature, has no reference to the religion or nonreligion of the students or of the parent and conforms to the due process and equal protection principles of the 5th and 14th amendments to the Constitution of the United States, such as the furnishing of textbooks, lunches, transportation, medical care or other aids to pupil or parent, as such, to further, promote, and assist education, whether in connection with secular or nonsecular schools.

(l) The granting of tax benefits, whether in the form of deductions, special tax credits or other devices to lessen the amount of taxes due from any parent of any student of school age and in attendance at school or other educational institution, whether secular or nonsecular.

(m) Providing of financial or other aid to secular or nonsecular institutions of learning, based on a nondiscriminatory pattern in conformity with the due process and equal protection requirements of the 5th and 14th amendments to the Constitution of the United States, for the purpose of aiding and promoting education in customary and non-religious subjects, and thereby promoting the general welfare and security of the United States of America.

Respectfully submitted,

RAYMOND L. WISE.

SURFSIDE, FLA., April 20, 1963.

Tribute to the Late President of Israel, Itzhak Ben Zvi

EXTENSION OF REMARKS

OF

HON. HERMAN TOLL

OF PENNSYLVANIA

IN THE HOUSE OF REPRESENTATIVES

Wednesday, May 8, 1963

Mr. TOLL. Mr. Speaker, I attended the service of prayer in memory of Itzhak Ben Zvi, President of Israel at the Adas Israel Congregation on Thursday, May 2, 1963. The eulogy was delivered by the Honorable Abraham Harman, Ambassador from Israel. The tribute was so impressive that I have included it for the Members to read.

The eulogy follows:

TEXT OF EULOGY OF THE LATE PRESIDENT OF ISRAEL, ITZHAK BEN ZVI, DELIVERED BY AMBASSADOR HARMON, MAY 2, 1963

In the ethics of the fathers of the Jewish faith it is written: "Which is the right course that a man should choose for himself? That which he feels to be honorable to himself and which also brings him honor from mankind." And it is further written: "Say little and do much and receive all men with a cheerful countenance."

Throughout his long and active life Itzhak Ben Zvi did nothing that was not honorable to himself. He said little but he did a great deal and so in the fullness of his days when he departed from us he commanded the honor and love of our people. It is a sad and mournful hour for us when we reflect that he is no longer with us.

Throughout his life there was never a time when he sought public office. He was always thrust forward by others to lead the community because he lived the ideas in which he believed and because these ideas were seen as being vital to the life of the nation.

He was a humble man who never raised

himself above the community, nor did he ever separate himself from the congregation.

He was born in southern Russia 78 years ago in czarist times and in his youth he experienced the violent physical persecution of his people. He brought into existence the first organized attempt at Jewish self-defense against the pogroms. Throughout his life he lived by the principle that the will and the capacity for self-defense against aggression are an essential condition of human freedom and dignity.

He came to the land of Israel 60 years ago and joined in the effort to pioneer in the ashes of buried civilizations a new life dedicated to the dignity of man and to the freedom of his afflicted people.

He lived according to the principle of the dignity of labor, of the overriding importance of building the structure of Jewish independence on the foundations of manual work, particularly in agriculture. He lived to see the restoration of the fertility of Galilee, and the graceless brown and gray of the ravaged hills of Judea giving way to the spreading green of sturdy young forests and cultivated fields.

He lived according to the principle that man does not live by bread alone. Learned in the traditions of his people he brought about the conditions in which the Jewish spirit could once again flourish freely giving new and pertinent expression in a modern idiom to its eternal truths.

The gate of his house was always open. Through his effort he lived to see the gate of his country open to those in search of home and freedom. He helped to make the policies designed to raise up the lowly and the underprivileged and to enlarge their horizons of opportunity. In his own personal life he practiced these policies. There was no part of our country where he was not known and where his presence and concern did not bring new hope.

Finally, he lived according to the rule of Hillel who said: "Be of the disciples of Aaron, loving peace and pursuing peace, loving thy fellow creatures and drawing them nearer to God's law."

Because he was such a man he was chosen by the representatives of the people on three occasions to fill the office of the Presidency. He was a symbol of the unity of the people and of the values by which they seek to live.

In our hour of sorrow we give thanks that such a man was given to us and that we were privileged to live in his generation. His life was a blessing to us and his memory will be a blessing to us for all time to come.

The Soviet Oil Challenge

EXTENSION OF REMARKS

OF

HON. KENNETH B. KEATING

OF NEW YORK

IN THE SENATE OF THE UNITED STATES

Wednesday, May 8, 1963

Mr. KEATING. Mr. President, for some months now, the Senate Internal Security Subcommittee has been conducting an investigation into the Soviet oil offensive and its effects on our national security. We have heard extensive testimony on the Russian plot to invade Western markets with cutrate oil, and to force smaller nations into economic dependence upon Moscow.

The United States has continually pressed for strict controls on this trade. We have protested not only the purchase of Russian oil by our allies, but the sale

of equipment and technological data to the Soviets.

Recently, for example, the West German Government agreed to curtail its sale of 40-inch steel pipe to the Russians, material which they need for the construction of extensive pipelines to carry their oil to China and to the sea.

The New York Times carried a small item recently to the effect that Moscow is now looking for plexiglas tubing to transport the oil, since they are having so much difficulty obtaining the pipe. This bears watching, as does the entire Cocom list of strategic materials lest we inadvertently supply the Communist world with the material to attack us economically.

In this connection, a recent column by C. L. Sulzberger, the distinguished New York Times writer, on the Soviet oil problem is particularly illuminating. I therefore ask unanimous consent that it be printed in the Appendix of the RECORD.

There being no objection, the article was ordered to be printed in the RECORD, as follows:

[From the New York Times]

SOVIET OIL TRADE A CONFIDENCE TRICK

(By C. L. Sulzberger)

PARIS.—The shrewdest Soviet confidence trick now being played on the free world comes in Khrushchev's skillfully conducted oil trade. Moscow is using its black gold as currency to buy Western capital goods and machinery to develop its own industry.

The West becomes Russia's dumping ground for surplus and, by cutting into the petroleum markets of the Middle East and Venezuela, Khrushchev hopes to foment discontent in those sensitive areas.

SIMPLE TECHNIQUES

The techniques are astoundingly simple. Soviet commerce is wholly state controlled. Prices can be artificially fixed according to political requirement. Neftexport, the oil trading trust, blandly dumps petroleum. The average price charged customers in NATO lands is less than half that charged Moscow's East European satellites.

Russia offers cheap fuel to the West's complex societies, allowing countries like Italy to court popular favor by reducing gasoline prices. In exchange Russia purchases machinery in short supply and steel pipe to construct the massive pipelines Moscow hopes to run from Uralian and Uzbekistani wells right into the NATO region's heart.

Moscow hopes to make selected Western countries increasingly dependent on trade with the U.S.S.R., a trade always subject to sudden political shifts. And, when the pipeline network is completed, it will represent a critically important infrastructure for cold war commercial penetration, or for provisioning armies in case of hot war.

MUCH PRESSURE

For the moment, thanks to much pressure inside NATO, the pace of the Soviet oil offensive has been temporarily checked. Through its trade committee, COCOM, NATO seeks to persuade the Allies to restrict their imports and ban sale of strategic materials, above all heavy steel pipe. When West Germany recently ceased such sales, Moscow immediately protested to Bonn.

The Russians had been working closely with Enrico Mattei, head of Italy's National Fuel Trust, and hoped to link their own pipeline, now extended into Czechoslovakia, with one Mattei was building northward from the Mediterranean. However, Mattei died tragically last autumn and Italo-Soviet cooperation seems to have diminished. Fur-

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thermore, the Swiss worry about Italian petroleum policy and are holding up pipeline transit rights.

As a result, Russian westward oil exports advanced less rapidly last year than had been feared. But, in retrospect, Moscow's success is little short of amazing. Since 1959 Italy has been the largest purchaser of Soviet oil in the entire world, taking even more than Communist China.

PHENOMENAL PACE

Soviet petroleum production has risen at a phenomenal pace. It was only 44 million tons a year in 1950 and, it is estimated, will be about 265 million tons in 1965. Annual exports to the free world were only 1 million tons in 1950. It is reckoned they may reach 50 million tons in 1965.

West German imports of Soviet oil have risen 1,600 percent in 6 years. Today, 23 percent of Italy's oil, 11 percent of Germany's 38 percent of Greece's and 98 percent of Iceland's comes from the U.S.S.R. All are members of NATO.

The loyalist European allies on this issue have been Holland, Belgium, and France whose recent Soviet trade treaty carefully eschewed sales of big-inch pipe. Moscow is now trying to boost petroleum exports to England in exchange for large building contracts in depressed British shipyards.

POOR POSITION

The importance of this oil offensive simply cannot be maximized. The West is not in a good position to fight any trade war against a monolithic power determined to dump at artificial prices. Furthermore, western economies are highly competitive. Moscow counts on the old Marxist tenet that capitalist rivalries will work against each other to undermine the very social structure in which they flourish.

Nor can the West afford to cut petroleum prices below a certain minimum. Most of its supply originates in Caribbean or Arab areas which would be projected into turmoil were their revenues suddenly depressed.

Oil is one of NATO's essential problems, not so disruptive as the nuclear argument, but ultimately of profound importance. It proves the need for the partners to work together on economic as well as military planning.

For as the alliance succeeds in deterring war, it becomes increasingly faced with the problems of peaceful coexistence. Khrushchev interprets this Russian-made phrase as meaning economic competition with political overtones. Of this, oil is not only a symbol but the principal weapon.

Pentagonese

EXTENSION OF REMARKS

OF

HON. KATHARINE ST. GEORGE

OF NEW YORK

IN THE HOUSE OF REPRESENTATIVES

Wednesday, May 8, 1963

Mrs. ST. GEORGE. Mr. Speaker, the following item appeared in the Evening News of Newburgh, N.Y., under the date-line of May 6. It is certainly fearful and wonderful to see what some of our bureaucrats can do to what was once the English language. It is also, as the Evening News points out, good for a laugh or two.

[From the Newburgh (N.Y.) Evening News, May 6, 1963]

PENTAGONESE

If the Pentagon ever succeeds in merging the services the way it meshes words, the

United States will have history's mightiest military machine.

The Pentagon's latest creation is "deprojectmanagerize." The Army general who outflanked the English language with this one translates it this way: When a project is well enough along to roll on without a manager the Army deprojectmanagerizes it.

If industry adopted the same technique, it could tell a foreman: "Demachineoperatorize at this point." And voila. There would be an employee laid off without even knowing what verb hit him.

It seems a pity that busy military men have to Pentagonize—now there's one they missed—over fresh creations for their cloud-studded lexicon. Maybe they could use a little help. For instance, just offhand:

TFXpellize: To push out of a juicy plane contract.

Deswooshellize: To push the button that destroys an errant missile.

Defidelcastroize: Throw the bum out.

The possibilities are fascinating and limitless. Only it seems odd that the establishment charged with seeing to it that a foreign language never becomes the official tongue in this country should be introducing one by boring from within.

Alaska Ferry System

EXTENSION OF REMARKS

OF

HON. RALPH J. RIVERS

OF ALASKA

IN THE HOUSE OF REPRESENTATIVES

Wednesday, May 8, 1963

Mr. RIVERS of Alaska. Mr. Speaker, last week I flew to Alaska and participated in the inaugural voyage of the MV *Malaspina* through the fabled inside passage of southeastern Alaska. Aboard as the guests of Alaska's Gov. William A. Egan, were the mayors and chamber of commerce representatives from all of the southeastern Alaska cities along the route; Alaska's Senator, ERNEST GRUENING, and State officials; as well as several high government officials from the Province of British Columbia and other prominent Canadians, together with representatives of the press, radio, TV; and leading travel agents from all over our country.

The *Malaspina*, an oceangoing luxury car ferry, is the first of three such vessels for the creation of a marine highway link in the highway systems of Alaska and British Columbia. This development and its significance is ably portrayed by the following article from the May 7 issue of the Wall Street Journal, which I hereby make available for the information of my colleagues, as follows: [From the Wall Street Journal, May 7, 1963]

ALASKA GETS INTO FERRY BUSINESS, LINKS TOWNS ON ISOLATED PANHANDLE—STATE LINE AIDS TOURISM, PLANS EXPANSION, BUT CRITICS CALL VESSELS WHITE ELEPHANTS
(By Ray Schrick)

PRINCE RUPERT, British Columbia.—After nearly a 1,000-mile bicycle ride from Seattle, 22-year-old Lewis Nelson recently pedaled aboard a ferryboat here en route to an Alaska vacation.

Aboard the same comfortable, 500-passenger vessel, Banker Frank T. Calvin and his wife parked the new Chevrolet they had purchased in Seattle for the trip home to Sitka, in southeast Alaska.

Neither Mr. Nelson nor the Calvins would

have been able to make this voyage before February 1 when the State of Alaska inaugurated its ferry line between Prince Rupert and seven cities in southeast Alaska. They are among several thousand tourists and Alaskans who already have taken advantage of this year-round service to the 49th State's relatively isolated panhandle. And officials figure that traffic will climb sharply with the onset of warm weather.

To accommodate this hoped-for influx, two more vessels are scheduled to join the ferry *Malaspina* on the line—one next week and the other in June. It's planned that each of the three ferries will make two round trips a week between Prince Rupert and Skagway, the line's Alaskan terminus, 490 miles to the north.

Their route follows the inland passage that runs between the mountain-ringed fjords of the Pacific coast and thousands of islands that break the ocean's waves. The ferry line is helping unify an elongated area, about the size of Maine, where the lack of connecting rail lines and highways has forced 35,000 residents to depend mainly on airplanes for travel between cities.

MARINE HIGHWAY

The State-owned system was financed by a \$15 million general obligation bond issue. "We couldn't dream of a land highway in 50 years in southeast Alaska," says Gov. William A. Egan. "It would cost \$400 million. For \$15 million we created a ferry marine highway."

"Alaskans are using the ferry like a street-car," declares Richard Downing, commissioner of the State public works department. A wedding party of 40 took the ferry from Juneau, the State capital, to Haines. A Petersburg lady heard spring dresses had arrived in Juneau, so she ferried 135 miles north to look them over. Wrangell School seniors took an excursion nearly 200 miles to Juneau. And the National Guard uses the vessels for troop movements.

Officials say the service will boost tourism, too. Morris Ford, head of the Alaska Travel Division, says his agency has been receiving about 750 tourist queries a week related to the ferry. Mr. Ford thinks that 1963's tourist totals may top 1962 when the Seattle World's Fair helped attract about 128,000 visitors to Alaska.

The ferry service is featured on a package trip offered by Alaska Airlines, Inc., of State, "The ferries will help the airlines," says Robert Giersdorf, general sales manager of Alaska Airlines. "Tourists taking the ferry cruise can be induced to fly into the interior of the State."

MISS ALASKA RIDES THE FERRY

While intended primarily for passengers and their autos, the ferries also carry freight, provided it is loaded in trailers or vans that can be rolled on and off at terminals. "Miss Alaska," a new brand of bread baked here in Prince Rupert by Van's Bakery, Ltd., recently appeared on grocery shelves in Ketchikan, about 90 miles away. The 39-cent price of a 1½-pound loaf compares favorably with other brands in Ketchikan. Van's bakery ferries "1,000 to 2,000 loaves a week" into Ketchikan.

Alaska Carriers Association, Inc., a trucking group, recently published rates for freight ferried into southeastern Alaska towns in trailers. In some cases these rates are lower than charges for shipping in freight by steamer and barge. But a trucking industry spokesman claims lower ferry tariffs on trailers will be necessary to make the ferry system generally competitive for freight.

Despite the advantages of the ferry service, some Alaskans take a dim view of the operation because of its cost. "The boats should be named after elephants," the Anchorage Times suggested in an editorial. "One could be 'White Elephant' and the other could be 'White Elephant, Two.' The names would then conform to what the boats are going